

THE TROUBLES IN EUROPE.

THE BELEAGUED CAPITAL.
THE BOMBARDMENT VERY EFFECTIVE—THE PORTS SHOWING SIGNS OF DISTRESS—THE RUSSIANS MINING MONT VALERIN—THE FRENCH COUNTERMINING—PROSPECTS OF AN UNDERGROUND CONFLICT.

LONDON, Saturday, Jan. 14, 1871.
Advices from the army investing Paris have been received up to Friday. On Thursday and Friday, the bombardment of the city was very effective. The whole district south of a line drawn through Portemairolle, Champ de Mars, Hotel des Invalides, Eusemburg, and Fort de Bicêtre is reached with a rain of shells. The other portions of the city are said to be perfectly safe. The forts outside of the city show signs of distress.

A telegram received from Versailles on Thursday evening brings the important news that the mines and countermines around Fort Mont Valerain are in such close proximity that a collision is momentarily expected.

A later dispatch states that on Friday afternoon the Prussian line had been slackened, and that the French return fire continued weak.

The French Foreign Office has protested against the bombardment of Paris on the ground that it was begun without the formal notification required by the usages of civilized warfare.

CHANZY'S DEFEAT.
THE FRENCH STILL RETREATING—VIGOROUS PURSUIT BY THE PRUSSIAN SIXTEEN THOUSAND FRENCH PRISONERS TAKEN.

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A dispatch from Laval, Jan. 13, received at Bordeaux, says: "De Chanzy is retreating to new positions in excellent order. The corps of Jametzberg crossed the River Sarthe on Thursday, fighting all the time with three divisions of Mecklenburg's army."

A dispatch from Versailles says that the Germans entered Le Mans at noon of Thursday. They were simultaneously successful at St. Cornelle. From the 10th to the 12th inst. 16,000 French prisoners had been captured, together with 12 cannon and several military stores. M. Gambetta was present at the beginning of the battle before Le Mans.

The Duke of Mecklenburg telegraphs to his wife from Montfort, Department of the Sarthe, on the 12th, that "after a severe engagement at St. Cornelle we reached the river near Savigny l'Éveque, seven miles north-east from Le Mans, with small loss. We have taken 1,600 prisoners." Le Mans is now occupied by the Third and Tenth Prussian Corps. A great quantity of stores were taken by the Germans, both at Le Mans and St. Cornelle.

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THE BLACK SEA QUESTION.
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tract a universal peace from the London Conference about to assemble.

THE CIRCUMSTANCES UNDER WHICH THE CONFERENCE MEETS—THE PRESENT POSITION OF THE BLACK SEA QUESTION.

The European Conference which begins its deliberations to-morrow, in London, has been caused by the circulars addressed, in November, to the principal European Powers by Prince Gortschakoff. In these he declared that Russia would no longer consider herself bound by the Treaty of Paris so far as it restricted her from having ships-of-war in the Black Sea. Addressing England, who, next to Turkey, was the most deeply interested in the Treaty, Prince Gortschakoff pointed out the various ways in which it had been violated, and the manifest injustice of preventing Russia from properly defending her own coast. He then, in these explicit terms, defined the decision of the Czar:

"Our august master cannot admit in law that the treaty, infringed in several of its essential and general provisions, continues to have the force of law. He cannot admit, in fact, that the security of Russia should depend on a treaty which has been so completely violated, and he cannot admit that the security of Russia should depend on a treaty which has been so completely violated, and he cannot admit that the security of Russia should depend on a treaty which has been so completely violated."

The Russian Chancellor, however, added that the Emperor was "ready to come to an understanding with the Powers who signed this arrangement, either to confirm its general stipulations, or to renew them, or to substitute for them any other equitable arrangement which may be thought suitable to secure the repose of the East and the tranquility of the world."

The Russian declaration immediately produced an outburst of indignation in England. The leading journals declared that it was "impossible to admit for a moment" the Czar's assumption; that the question "involved the very existence" of England as a Power, and that the "retraction of the Russian circular should be demanded under the penalty of immediate war." The Government reply was as firm, but not as defiant in tone, as that of the Emperor. It declared that the British Government would be willing to discuss the matter; and that, "whatever might have been the result," a risk of future complications would have been incurred.

Prince Gortschakoff replied, on Nov. 26, that the attempts to assemble the Powers in the Black Sea, had invariably failed, and that, in the event of a new position in which the treaty left Russia as before more and more intolerable. He then, without modifying in any way the position of the Russian Government, made observations, which convey the consent of Russia to the present Conference, and indicate the character of its deliberations.

"We cannot admit that the abrogation of a purely technical principle, not followed by its immediate application, would be a violation of the Treaty of Paris, which no Great Power could consent to be deprived, ought to be considered as a menace to peace, nor that, in adding to the points of discussion, the Russian Government would be guilty of a violation of the Treaty of Paris, which no Great Power could consent to be deprived, ought to be considered as a menace to peace, nor that, in adding to the points of discussion, the Russian Government would be guilty of a violation of the Treaty of Paris, which no Great Power could consent to be deprived, ought to be considered as a menace to peace."

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WASHINGTON.

THE SAN DOMINGO COMMISSION EN ROUTE TO THIS CITY—THE FUNDING BILL—PROPOSED IMMEDIATE LEGISLATION FOR THE REVIVAL OF COMMERCE—INCREASING THE SALARIES OF U. S. JUDGES.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Jan. 15, 1871.
The San Domingo Commission, accompanied by the representatives of several of the leading newspapers of the country, left Washington to-night for New-York, and the Tennessee is expected to sail with the expedition to-morrow evening. The Commission, which has been organized by the President, is composed of Messrs. Blair, Jr., and Woodhull, and is charged with the duty of investigating the subject which has provided here ever since the meeting of Congress, and the representatives of all parties express themselves as willing to be guided largely in their future action by the report which the Commission shall make. If the Tennessee sails to-morrow news from the expedition will be expected at the Navy Department, over the Cuba cable, about the 25th inst.

At the request of the San Domingo Commission, Prof. William P. Blake, formerly of California, has been appointed Geologist and Mineralogist of the Commission. The Professor has been engaged for some time past in editing the Paris Exposition Reports, now completed. He is well known to the professional world in connection with geological explorations in the West, and in Japan.

Gen. Frank P. Blair, Jr., has recently written here, supporting the policy of annexing San Domingo, and sharply criticizing his Democratic associates for abandoning the ancient land-marks on the question of expansion and "manifest destiny," especially to the southward.

The passage of the Five per Cent Funding bill, without debate, shows that small faith is entertained in its practical value. The only importance of the measure is that it will prevent the introduction and agitation of other funding schemes of even less feasibility. If the war in Europe ends soon, it is thought that \$100,000,000 of the new loan can be placed in London during the coming summer, and if the Government six percents should rise much above par in gold, there will doubtless be many holders in this country who will exchange them for the five per cents authorized by the new law, in order to obtain the interest.

The law has therefore a possible prospect of success, and will enable the Government to take advantage of any opportunity that may arise, during the recess of Congress, to diminish the interest on a large portion of the public debt.

Early during the coming week an effort will be made to get before both Senate and House some bill relating to the commercial marine of the country. In the Senate, the Chairman of the committee in charge of the mail steamship measures, Gov. Ramsey, will endeavor, to-morrow, to have Tuesday set apart for the consideration of such enterprises as are now before the Committee. There is no special order for Tuesday, the friends of the measures affected are sanguine of favorable results. There are four bills to be reported, or at least three, one being already on the calendar. The first for consideration is for the incorporation of the New-Orleans and Mexico Mail Steamship Company. It proposes a monthly service from New-Orleans to Tampico, Vera Cruz, and other ports on the Mexican coast as far as Sinaloa, the steamers in going or returning to call at the ports of the Gulf of Mexico, and the Mexican Government has granted a small subsidy of \$250,000 each. The interests associated with the bill are represented here by Mr. McKibbin and Col. Philip Foulke, both ex-Representatives and now of New-Orleans. Senator Kellogg has charge of this bill in the Senate, and Mr. Wells of Missouri in the House. The latter will, it is understood, make a favorable report from the Senate Committee on American Commerce.

The next measure is for subsidizing a mercantile line between San Francisco, Auckland, New Zealand, Sydney and Melbourne, New South Wales. The amount asked is \$600,000. This, however, includes the subsidy paid the North Pacific Steam Transportation Company for the postal service between Honolulu and San Francisco (\$250,000). The Australian line is to make thirteen round trips per annum. Mr. Bee of California, known from his early connection with the Overland route, is representing this bill in the House. It is understood that Mr. Bee has secured the support of the San Francisco, Holiday and Webb have united their energies and interests in favor of the effort. The Colonial Government of New South Wales offers a subsidy of \$600,000, on condition of the organization also of certain way and coast routes in connection therewith. One of the Directors of an embryo English line, Mr. Sheels, is now here watching the result of this effort. The other two bills before the Committee are the American and European Steam Navigation Company, and the Mediterranean and Oriental Company. The subsidy asked by the former is \$150,000 per trip, and by the latter \$100,000 per trip. The bill for the Pacific Railroad, which has been introduced by Mr. Blair, Jr., is now before the Committee. It is understood that the bill will be reported, or at least three, one being already on the calendar. The first for consideration is for the incorporation of the New-Orleans and Mexico Mail Steamship Company. It proposes a monthly service from New-Orleans to Tampico, Vera Cruz, and other ports on the Mexican coast as far as Sinaloa, the steamers in going or returning to call at the ports of the Gulf of Mexico, and the Mexican Government has granted a small subsidy of \$250,000 each. The interests associated with the bill are represented here by Mr. McKibbin and Col. Philip Foulke, both ex-Representatives and now of New-Orleans. Senator Kellogg has charge of this bill in the Senate, and Mr. Wells of Missouri in the House. The latter will, it is understood, make a favorable report from the Senate Committee on American Commerce.

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